

FY 2021 – FY 2023
DISADVANTAGED BUSINESS ENTERPRISE PROGRAM METHODOLOGY
for



North Carolina Department of Transportation
Division of Aviation
Raleigh, North Carolina

With Assistance From



Ken Weeden & Associates, Inc.

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METHODOLOGY for Establishing the FY 2021 – FY 2023 Overall Disadvantaged Business Enterprise (DBE) Goal for:

**North Carolina Department of Transportation
Division of Aviation
Raleigh, North Carolina**

I. Introduction

In fulfillment of the requirements of 49 CFR Part 26, the NCDOT Division of Aviation (Division of Aviation) has proposed an Overall Goal for FY 2021-2023 FAA-AIP projects at all of the general aviation sub-recipient airports in North Carolina. The methodology used in establishing this goal is described herein, first with an overview, followed by a more detailed explanation.

II. Goal Methodology Overview

The methodology used to establish the FY 2021-2023 overall goal, including determining the relative availability of DBEs in the Airports' market area and making any necessary adjustments consists of a multi-step process, consistent with that outlined in the Federal Register (49 CFR Part 26) – Steps 1 and 2.

A. Preliminary Actions: Identify Geographic Market Area and Project Activities with NAICS Codes

1. Determine the Airport's normal market area for procuring goods and services, by county, because of the data format contained in the Census' County Business Patterns.
2. Select the market area based on the geographic area, where, historically, the substantial majority of successful bidders came from, and where the substantial majority of the contracting dollars were spent. This establishes the *geographic* parameters for statistical analysis of the relative availability of DBEs.
3. Review the airport's proposed FY 2021-2023 projects in order to determine the types of projects/ activities involving federal funds (FAA-AIP) proposed for the fiscal year, to be broken out according to major NAICS codes.
4. Allocate the project activities and/or types of firms/services required by the major relevant NAICS codes needed to complete these projects. This triggers the market search for both "all firms" *and* DBE firms within the selected geographic parameters, and for the *same* NAICS codes, in order to help determine the relative availability of DBEs.
5. Collect information, if available, on the engineering cost estimates or other detailed cost estimates for the project activities, in order to allocate these costs according to the identified major NAICS codes. This may permit the availability of DBEs in each major NAICS code to be "weighted" according to the relative percent-of-project-cost by NAICS code.

B. STEP 1: Determine the Relative Availability of DBEs in the Market Area

1. Examine the census data (County Business Patterns, 2018) for the market area, by county, using the previously-identified NAICS codes to determine the total number of firms that perform the types of work/activities relevant to the proposed FAA-AIP projects for FY 2021-2023.
2. Determine the initial relative availability of DBEs in the market area, *only* within the identified NAICS codes. Some data sources for this determination include the following:
 - *2018 County Business Patterns.*
 - *NC UCP DBE Directory, May 2020.*
3. Count only the DBE firms by relevant NAICS codes that are capable of performing work relevant to the proposed FY 2021-2023 projects. Compare DBE firms to **all** firms in the same codes to determine the initial “relative availability” of DBE firms within the market area.
4. Calculate the Step 1 DBE base figure, or the “weighted” DBE Base figure to determine the relative availability of DBE firms in all the relevant NAICS codes.

C. STEP 2: Adjust the DBE Base Figure

In accordance with 49 CFR Part 26, give consideration to “...*additional evidence in the sponsor’s jurisdiction [which should] be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal*” (26:45(d)).

III. Calculate/Project Race-Neutral/Race-Conscious (contract) DBE goal split

Review the history of DBE participation on FAA-AIP projects in previous years at the Airport to look for factors that indicate race-neutral DBE accomplishment. This could be, for example, the amount by which the Airport exceeded its established DBE goals in the past. The median amount by which the goals were exceeded could be evidence to support a projection of race-neutral participation for FY 2021-2023.

IV. Process and Public Participation and Stakeholder Input

The Division of Aviation will normally submit its overall goal to the FAA on August 1 of the year that the triennial period begins.

The North Carolina DOT Division of Aviation recognizes the importance of the Public Participation requirements of 49 CFR 26: 45, which calls for:

“...consultation with minority, women's and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and your efforts to establish a level playing field for the participation of DBEs”. (26.45 (g (i)) And further,

“...The consultation [MUST] include a scheduled, direct, interactive exchange (e.g., a face-to-face meeting, video, teleconference), with as many interested stakeholders as possible...”

The Division further recognizes the importance of fostering “meaningful” public engagement in the goals development process. Before establishing the overall goal for the new three-year period, the Division of Aviation, with the assistance of a Consultant, developed a detailed “Consultation Plan”, aimed at meeting and exceeding the objectives of 26:45.

In previous years the NC Division of Aviation made a robust effort to foster and facilitate input, statewide, by hosting a series of in-person, face-to-face meetings in several cities across the state. In the last triennial goal development period, such meetings were held in Raleigh, Wilmington, Asheville, and Charlotte, with the respective airports in each city actually hosting the meetings. However, in 2020, with the advent of the Covid-19 pandemic, while we still recognize the requirement and for face-to-face stakeholder input, all of the meetings were held virtually using the Go to Webinar platform. The meetings for both the DBE and MBE goals were held on the same day, but at different times, on Thursday, October 29, 2020. (See the Notice in Attachment 3). The DBE stakeholder meeting had an attendance of 20 participants. Presentations were made by the Division and by their consultants, Ken Weeden & Associates, followed by a period of Q/A. A summary of the meeting, along with attendee questions and responses are also included in Attachment 3.

The purpose of the meetings was to solicit information from interested stakeholders about the draft goal, as well as the availability of potential DBEs, the effects of discrimination on opportunities for DBEs, and the Division of Aviation’s effort to increase DBE participation. All of the comments were considered prior to the completion of the final draft.

Following this consultation, the Division of Aviation published a notice of the proposed overall goal on the Division’s website informing the public that the proposed goal document and its rationale were also available through a link on the website, for review and comment. The notice also included an email address to which comments could be sent.

The Division of Aviation will begin using the overall goal on October 1 of year that the triennial period begins, unless it has received other instructions from DOT/FAA (or, if the goal is established on a project basis) by the time of the first solicitation for a DOT/FAA-assisted contract for the projects.

V. Appendix A: Resource Listing

A. Resource Documents:

1. North Carolina UCP DBE Directory
2. 2017 County Business Patterns, Census Bureau
3. Uniform Report of DBE Commitments/Awards and Payments

VI. Attachments

Attachment 1: Goal Summary Chart

Attachment 2: Detailed Methodology: Specific Steps

Attachment 3: Documentation of Stakeholder Consultation Meeting and Activities

Attachment 1: Goal Summary Chart

Attachment 1 - Division of Aviation Goal Chart - March - 2021

Fiscal Year	Funding Source	Code	Airport	Project	Funding Amount	Goal	DBE Goal (Dollars)
2021	NPE	AFP	Anson County	Master Plan	\$400,000	5.2%	\$20,800
2021	NPE	GEV	Ashe County Airport	Obstruction Removal Phase 2	\$357,960	4.8%	\$17,182
2021	NPE	GEV	Ashe County Airport	Wildlife Fence Phase 2	\$150,000	2.5%	\$3,750
2022	NPE	HBI	Asheboro Regional Airport	Wildlife Fence	\$330,000	4.9%	\$16,170
2022	NPE	BUY	Burlington-Alamance Regional Airport	Hangar Site Work	\$450,000	10.6%	\$47,700
2021	NPE	SUT	Cape Fear Regional Jetport	T Hangars	\$300,000	1.0%	\$3,000
2021	NPE	EQY	Charlotte-Monroe Executive Airport	Apron Rehab	\$300,000	4.1%	\$12,300
2021	NPE	CPC	Columbus County Airport	Terminal Building (Design)	\$300,000	5.3%	\$15,900
2021	NPE	MQI	Dare County Regional Airport	Preliminary Engineering & Environmental for Runway Extension	\$450,000	2.5%	\$11,250
2021	Discretionary	MRN	Foothills Regional Airport	New T-Hangar Site Preparation	\$492,590	8.6%	\$42,363
2021	NPE	AKH	Gastonia Municipal Airport	Obstruction Removal	\$300,000	9.0%	\$27,000
2022	NPE	AKH	Gastonia Municipal Airport	Runway Lighting Rehabilitation	\$450,000	0.9%	\$4,050
2023	Discretionary	ACZ	Henderson Field	Runway Rehabilitation	\$2,793,000	11.5%	\$321,195
2021	NPE	ACZ	Henderson Field	AWOS	\$286,900	0.5%	\$1,435
2021	NPE	7WS	Hyde County Airport	RWY Rehab/Ext etc. (CA & RPR)	\$355,000	4.4%	\$15,620
2021	NPE	MEB	Laurinburg-Maxton Airport	Apron Rehab design	\$200,000	7.1%	\$14,200
2021	NPE	MEB	Laurinburg-Maxton Airport	Perimeter Wildlife Fence	\$200,000	7.1%	\$14,200
2022	NPE	SOP	Moore County Airport	Approach Clearing & Land Acquisition	\$500,000	10.0%	\$50,000
2023	NPE	43A	Montgomery County Airport	Obstruction Removal	\$575,000	4.6%	\$26,450
2021	NPE	EDE	Northeastern Regional Airport	Runway 1 Approach	\$825,000	4.2%	\$34,650
2022	Discretionary	TDF	Raleigh Regional Airport at Person County	RSA Widening to 500'	\$6,930,000	5.2%	\$360,360
2021	NPE	TDF	Raleigh Regional Airport at Person County	Hangar Site Work	\$550,000	5.7%	\$31,350
2021	NPE	RCZ	Richmond County Airport	Runway Lighting Rehabilitation (Design)	\$75,000	8.7%	\$6,525
2023	NPE	RCZ	Richmond County Airport	Runway Lighting Rehabilitation (Construction)	\$450,000	5.5%	\$24,750
2021	NPE	SIF	Rockingham County-Shiloh Airport	Hangar Site Preparation	\$550,000	12.3%	\$67,650
2022	NPE	FQD	Rutherford County Airport	Perimeter Fence (Design)	\$825,000	7.6%	\$62,700
2022	NPE	EHO	Shelby-Cleveland County Regional Airport	Perimeter Fencing	\$350,000	3.4%	\$11,900
2022	NPE	EHO	Shelby-Cleveland County Regional Airport	Taxiway Overlay	\$4,412,000	6.6%	\$291,192
2021	NPE	SCR	Siler City Municipal Airport	Obstruction Removal & Fencing - RW 4 RPZ	\$300,000	12.2%	\$36,600
2022	NPE	SCR	Siler City Municipal Airport	Parallel Taxiway EA	\$215,000	6.8%	\$14,620
2021	NPE	INT	Smith Reynolds	Airport Drainage Improvements Phase II	\$250,000	13.8%	\$34,500
2022-3	Discretionary	INT	Smith Reynolds	Relocation of Taxiway A	\$12,790,440	12.6%	\$1,611,595
2021	NPE	VUJ	Stanly County Airport	Wildlife Perimeter Fence (North)	\$600,000	5.8%	\$34,800
2023	NPE	VUJ	Stanly County Airport	Rotating Beacon & Electrical Vault Modifications	\$450,000	4.2%	\$18,900
2021	NPE	ETC	Tarboro-Edgecombe Airport	Wildlife Perimeter Fence Phase II (Design)	\$68,000	0.0%	\$0
2021	NPE	ETC	Tarboro-Edgecombe Airport	Obstructions Removal (Design)	\$30,000	0.0%	\$0
2021	NPE	ETC	Tarboro-Edgecombe Airport	Parallel Taxiway (Design)	\$235,000	0.0%	\$0
2021	Discretionary	LHZ	Triangle North	Apron/RWY/TWY - Pavement Rehabilitation	\$6,000,000	12.2%	\$732,000
2021	NPE	UKF	Wilkes County Airport	T-Hangar Taxilane Development	\$746,578	7.3%	\$54,500
Total					\$45,842,468		\$4,093,157

Overall Goal = \$4,093,157 / \$45,842,468 = 8.9%

Attachment 2: Detailed Methodology: Specific Steps

Anson County Airport

1. Airport Name and Location:

Anson County Airport is located in western North Carolina, in Anson County, and about 70 miles east of Charlotte, near the town of Anson.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Anson County Airport Market Area

Counties	
Anson	Montgomery
Richmond	Stanly
Union	

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Anson County Airport is shown in table 2 below.

Table 2: Anson County Airport

PROJECT	ACTIVITY	NAICS
Master Plan	Engineering	541330
	Planning	541320
	Environmental Consulting	541620
	Surveying	541370
	Management Consulting	541611

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3: Availability of DBEs for the Anson County Airport
by Relevant NAICS Codes**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Engineering	541330	1	34			
Planning	541320	1	4			
Environmental Consulting	541620	4	67			
Surveying	541370	6	126			
Management Consulting	541611	0	0			
	Total	12	231	5.2%	\$400,000	\$20,779
Weighted Step 1 Goal =						5.2%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory August 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by dividing the number of DBE firms by the number of all firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Anson County Airport is 5.2%.

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

"...Additional evidence in the sponsor's jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal" (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

"(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Anson County Airport FY 2021 - FY 2023 is: 5.2%.

7. Race-Conscious/Race-Neutral Projections

Anson County Airport proposes that, of the DBE goal of **5.2%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.2%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Anson County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Ashe County Airport

1. Airport Name and Location:

Ashe County Airport is located in Ashe County, North Carolina, United States. three miles east of the central business district of Jefferson, North Carolina

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Ashe County Airport Market Area

Counties	
Alleghany	Ashe
Watauga	Wilkes

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Ashe County Airport is shown in table 2 below.

Table 2: Ashe County Airport

FISCAL YEAR	PROJECT	ACTIVITY	NAICS
FY 2021	Obstruction Removal Phase 2	Site Prep	238910
		Engineering	541330
		Survey & Mapping	541370
		Testing	541380
		Landscaping	561730
	Wildlife Fencing Phase 2	Site Prep	238910
		Fencing	238990
		Engineering	541330
		Survey & Mapping	541370
		Testing	541380
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Ashe County Airport
by Relevant NAICS Codes
Obstruction Removal Phase 2**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site Prep	238910	2	42	4.8%	\$182,500	\$8,760
Engineering	541330	1	10	10.0%	\$78,094	\$7,809
Survey & Mapping	541370	0	10	0.0%	\$48,800	\$0
Testing	541380	0	0	0.0%	\$5,966	\$0
Landscaping	561730	1	63	1.6%	\$42,600	\$682
	Total				\$357,960	\$17,251
Weighted Step 1 Goal =						4.8%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory November 2020.

**Table 3b: Availability of DBEs for the Ashe County Airport
by Relevant NAICS Codes
Wildlife Fencing Phase 2**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site Prep	238910	2	42	4.8%	\$9,464	\$454
Fencing	238990	0	19	0.0%	\$85,176	\$0
Engineering	541330	1	10	10.0%	\$32,296	\$3,230
Survey & Mapping	541370	0	10	0.0%	\$19,591	\$0
Testing	541380	0	0	0.0%	\$2,500	\$0
Landscaping	561730	1	63	1.6%	\$973	\$16
	Total				\$150,000	\$3,700
Weighted Step 1 Goal =						2.5%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory November 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by dividing the number of DBE firms by the number of all firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Ashe County Airport is as follows:

FY 2021 – Obstruction Removal Phase 2 – 4.8%

FY 2021 – Wildlife Fencing Phase 2 – 2.5%

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

**Table 5: Ashe County Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021	Obstruction Removal Phase 2	4.8%	N/A	4.8%	\$357,960	\$17,182
	Wildlife Fencing Phase 2	2.5%	N/A	2.5%	\$150,000	\$3,750
FY 2021 Total				4.1	\$507,960	\$20,932
FY 2022 – No projects at this time				N/A	N/A	N/A
FY 2023 – No projects at this time				N/A	N/A	N/A
FY 2021 - FY 2023 Overall Goal				4.1%	\$507,960	\$20,932

7. Race-Conscious/Race-Neutral Projections

Ashe County Airport proposes that, of the DBE goal of **4.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Ashe County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Asheboro Regional Airport

1. Airport Name and Location:

Asheboro Regional Airport is located in central North Carolina six miles from the City of Asheboro.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Asheboro Regional Airport Market Area

County	Bidders	Percent of bidders	Dollars	Percent of dollars
Alamance	2	12.5%	\$0	0.0%
Durham	1	6.3%	\$0	0.0%
Forsyth	1	6.3%	\$0	0.0%
Lee	1	6.3%	\$0	0.0%
Randolph	2	12.5%	\$268,405	42.1%
Rockingham	2	12.5%	\$0	0.0%
Surry	3	18.8%	\$369,452	57.9%
Market Area	12	75.0%	\$637,857	100.0%
Other	4	25.0%	\$0	0.0%
Total	16	100.0%	\$637,857	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Asheboro Regional Airport is shown in table 2 below.

Table 2: Asheboro Regional Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2022	Wildlife Fence	Site Prep	238910
		Specialty Trade Contractors	238990
		Engineering	541330
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3: Availability of DBEs for the Asheboro Regional Airport
by Relevant NAICS Codes**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Dollars
Site Prep	238910	12	104	11.5%	\$33,000	\$3,808
Specialty Trade Contractors	238990	3	93	3.2%	\$231,000	\$7,452
Engineering	541330	16	128	12.5%	\$33,000	\$4,125
Landscaping	561730	10	419	2.4%	\$33,000	\$788
Total					\$330,000	\$16,172
Weighted Step 1 Goal =						4.9%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory October 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Asheboro Regional Airport is 4.9%.

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

"...Additional evidence in the sponsor's jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal" (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

"(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Asheboro Regional Airport FY 2021 - FY 2023 is: 4.9%.

7. Race-Conscious/Race-Neutral Projections

Asheboro Regional Airport proposes that, of the DBE goal of **4.9%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.9%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Asheboro Regional Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those federal-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Burlington-Alamance Regional Airport

1. Airport Name and Location:

Burlington-Alamance Regional Airport is located in the Piedmont region of North Carolina, 3 miles southwest of Burlington.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Burlington-Alamance Regional Airport Market Area

County	Bidders	Percent of bidders	Dollars	Percent of dollars
Alamance	1	12.5%		
Forsyth	1	12.5%	\$1,995,735	69.0%
Guilford	2	25.0%		
Market Area	4	50.0%	\$1,995,735	69.0%
Other	4	50.0%	\$898,415	31.0%
Total	8	100.0%	\$2,894,150	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021-2023 projects proposed for the Burlington-Alamance Regional Airport is shown in table 2 below.

Table 2: Burlington-Alamance Regional Airport

Fiscal Year	Project	Activity	NAICS
2021	Hangar Site Work	Site Prep	238910
		Engineering	541330
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3: Availability of DBEs for the Burlington-Alamance Regional Airport
by Relevant NAICS Codes - Hangar Site Work**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site Prep	238910	14	86	16.3%	\$286,724	\$46,736
Engineering	541330	15	135	11.1%	\$75,518	\$8,382
Landscaping	561730	11	404	2.7%	\$87,758	\$2,369
Total					\$450,000	\$57,487
Weighted Step 1 Goal =						12.8%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory August 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Burlington-Alamance Regional Airport is as follows:

FY 2021 – Hangar Site Work – 12.8%

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

The historical overall DBE goals established and/or accomplished at the Airport in recent years was examined relative to the above consideration (see table below):

Table 4: Burlington-Alamance Regional Airport DBE Accomplishment

Report Period	DBE Goal	DBE Percent Achieved	Over/Under-Achieved
FY 2019	11%	11.38%	.38%
FY 2020	2%	5.4%	3.4%
Median	6.5%	8.4%	1.9%

The medium DBE accomplishment for the reporting periods as shown above is **8.4%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (8.4%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021	Hangar Site Work	12.8%	8.4%	10.6%	\$450,000	\$47,700
FY 2021 Total				10.6%	\$450,000	\$47,700
FY 2022	No projects at this time					
FY 2022 Total				N/A	N/A	N/A
FY 2023	No projects at this time					
FY 2023 Total				N/A	N/A	N/A
FY 2021 - FY 2023 Overall Goal				10.6%	\$450,000	\$47,700

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 10.6% for FY 2021-2023.

7. Race-Conscious/Race-Neutral Projections

Burlington-Alamance Regional Airport proposes that, of the DBE goal of **10.6%**, the projected race-neutral goal will be **1.9%**, and the race conscious goal will be **8.7%**.

The reason for this projected split is the Airport over-achieved its previous goals by 1.9%.

8. Contract Goals

The Burlington-Alamance Regional Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Cape Fear Regional Jetport

1. Airport Name and Location:

Cape Fear Regional Jetport is located on the coast of North Carolina, in Brunswick County.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Cape Fear Regional Jetport Market Area

County	Bidders	Percent of bidders	Dollars	Percent of dollars
Brunswick	1	9.1%	\$1,125,257,.50	26.6%
Columbus	1	9.1%		
New Hanover	1	9.1%	\$2,284,947.03	54.0%
Sampson	1	9.1%		
Wayne	1	9.1%		
Wilson	1	9.1%	\$710,127.50	16.8%
Market Area	6	54.5%	\$4,120,332.03	97.4%
Other	5	45.5%	\$109.725.00	2.6%
Total	11	100.0%	\$4,230,057.03	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021-2023 project proposed for the Cape Fear Regional Jetport is shown in table 2 below.

Table 2: Cape Fear Regional Jetport

Fiscal Year	Project	Activity	NAICS
FY 2021	T Hangars Design	Engineering	541330

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Cape Fear Regional Jetport
by Relevant NAICS Codes
T Hangars Design**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal Dollars
Engineering	541330	1	100	1.0%	\$300,000	\$3,000
Total					\$300,000	\$3,000
Weighted Step 1 Goal =						1.0%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory August 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Cape Fear Regional Jetport is as follows:

FY 2021 – T Hangars Design – 1.0%

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

The historical overall DBE goals established and/or accomplished at the Airport in recent years was examined relative to the above consideration (see table below):

Table 4: Cape Fear Regional Jetport Accomplishment

Report Period	DBE Goal	DBE Percent Achieved	Over/Under-Achieved
FY 2017	8.0%	0.0%	-8.0%
FY 2019	3.0%	1.96%	-1.04%
Median	5.5%	1.0%	-4.5%

The medium DBE accomplishment for the reporting period (i.e., the period in which there was actual federal-funded activity to report) as shown above is **1.0%**, compared to Step 1 DBE Base Figure for the airport of **1.0%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (1.0%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

Fiscal Year	Project	Step 1	Step 2 Adjustment	Overall Goal	Total Project Costs	DBE Goal (Dollars)
FY 2021	T Hangars Design	1.0%	1.0%	1.0%	\$300,000	\$3,000
FY 2021 Total				1.0%	\$300,000	\$3,000
FY 2022 – No projects at this time				N/A	N/A	N/A
FY 2023 – No projects at this time				N/A	N/A	N/A
FY 2021- FY 2023 Overall Goal				1.0%	\$300,000	\$3,000

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 1.0% for FY 2021-2023.

7. Race-Conscious/Race-Neutral Projections

Cape Fear Regional Jetport proposes that, of the DBE goal of **1.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **1.0%**. The reason for this projected split is the Airport under-achieved its previous goals by 4.5%.

8. Contract Goals

The Cape Fear Regional Jetport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

Charlotte-Monroe Executive Airport

1. Airport Name and Location:

Charlotte-Monroe Executive Airport is located in Monroe, North Carolina, 7 miles east of Charlotte, NC.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Charlotte-Monroe Executive Airport Market Area

County	Bidders	Percent of bidders	Dollars	Percent of dollars
Lincoln	1	20.0%	\$1,097,511	27.6%
Mecklenburg	3	60.0%	\$2,884,600	72.4%
Union	0	0.0%	\$0	0.0%
Market Area	4	80.0%	\$3,982,111	100.0%
Other	1	20.0%	\$0	0.0%
Total	5	100.0%	\$3,982,111	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 project proposed for the Charlotte-Monroe Executive Airport is shown in table 2 below.

Table 2: Charlotte-Monroe Executive Airport

Fiscal Year	Project	Activity	NAICS
FY 2021	Apron Rehab (Area E)	Highway & Street	237310
		Drainage	237990
		Site Prep	238910
		Asphalt Paving Mixture & Block Manufacturing	324121
		Engineering	541330
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3: Availability of DBEs for the Charlotte-Monroe Executive Airport
by Relevant NAICS Codes**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal Dollars
Highway & Street	237310	12	48	25.0%		
Drainage	237990	7	14	50.0%		
Site Prep	238910	14	111	12.6%		
Asphalt Paving Mixture & Block Manufacturing	324121	0	4	0.0%		
Engineering	541330	21	390	5.4%		
Landscaping	561730	12	544	2.2%		
Total		66	1111	5.9%	\$300,000	\$17,822
Weighted Step 1 Goal =						5.9%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory September 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Charlotte-Monroe Executive Airport is 5.9%.

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

"...Additional evidence in the sponsor's jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal" (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

"(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

The historical overall DBE goals established and/or accomplished at the Airport in recent years was examined relative to the above consideration (see table below):

Table 4: Charlotte-Monroe Executive Airport DBE Accomplishment

Report Period	DBE Goal	DBE Percent Achieved	Over/Under-Achieved
FY 2019	16.7%	2.2%	-14.5%
Median	16.7%	2.2%	-14.5%

The medium DBE accomplishment for the reporting period as shown above is **2.2%**, compared to Step 1 DBE Base Figure for the airport of **5.9%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (2.2%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

Table 5: Charlotte-Monroe Executive Airport Overall DBE Goal

Fiscal Year	Project	Step 1	Step 2 Adjustment	Overall Goal	Total Project Costs	DBE Goal (Dollars)
FY 2021	Apron Rehab (Area E)	5.9%	2.2%	4.1%	\$300,000	\$12,150
FY 2021 Total				4.1%	\$300,000	\$12,150
FY 2022-23 – No projects at this time				N/A	N/A	N/A
FY 2021- FY 2023 Overall Goal				4.1%	\$300,000	\$12,150

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 4.1% for FY 2021-2023.

7. Race-Conscious/Race-Neutral Projections

Charlotte-Monroe Executive Airport proposes that, of the DBE goal of 4.1%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 4.1%. The reason for this projected split is the Airport under-achieved its previous goals by 14.5%.

8. Contract Goals

The Charlotte-Monroe Executive Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Columbus County Airport

1. Airport Name and Location:

Columbus County Airport is a county owned, public use airport in Columbus County, North Carolina. It is located three nautical miles south of the central business district of Whiteville, North Carolina.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Columbus County Airport Market Area

Counties
State of North Carolina

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Columbus County Airport is shown in table 2 below.

Table 2: Columbus County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
2021	Terminal Building (Design)	Architectural	541310
		Engineering	541330

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3: Availability of DBEs for the Columbus County Airport
Terminal Building (Design)**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Architectural	541310	20	545	3.7%	\$150,000	\$5,505
Engineering	541330	108	1575	6.9%	\$150,000	\$10,286
Total					\$300,000	\$15,790
Weighted Step 1 Goal =						5.3%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory October 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Columbus County Airport is as follows:

- **FY 2021 Terminal Building Design – 5.3%.**

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the Step 1 base figure as calculated above.

**Table 4: Columbus County Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021	Terminal Building (Design)	5.3%	N/A	5.3%	\$300,000	\$15,900
FY 2018 Total				5.3%	\$300,000	\$15,900
FY 2022	No projects at this time					
FY 2022 Total				N/A	N/A	N/A
FY 2023	No projects at this time					
FY 2023 Total				N/A	N/A	N/A
FY 2021 - FY 2023 Overall Goal				5.3%	\$300,000	\$15,900

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 5.3% for FY 2021-FY 2023.

7. Race-Conscious/Race-Neutral Projections

Columbus County Airport proposes that, of the DBE goal of **5.3%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.3%**. The reason for this projected split is there is no historical information to project a race-neutral split.

8. Contract Goals

The Columbus County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Dare County Regional Airport

1. Airport Name and Location:

Dare County Regional Airport is located in northeastern part of the state, one mile northwest of the coastal town of Manteo and near the Roanoke Sound.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Dare County Regional Airport Market Area

Beaufort	Dare	Hyde
Tyrrell	Washington	

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Dare County Regional Airport is shown below.

Table 2: Dare County Regional Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
2021	Preliminary Engineering & Environmental for Runway Extension	Engineering	541330
		Environmental Consulting	541620

4. Determination of Relative Availability of DBE's in Project Service Area

Table 3: Availability of DBEs for the Dare County Regional Airport by Relevant NAICS Codes - Preliminary Engineering & Environmental for Runway Extension

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Engineering	541330	1	20	5.0%	\$225,000	\$11,250
Environmental Consulting	541620	0	3	0.0%	\$225,000	\$0
Total					\$450,000	\$11,250
Weighted Step 1 Goal =						2.5%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory October 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Dare County Regional Airport is as follows:

**FY 2021 – Preliminary Engineering & Environmental for Runway Extension
– 2.5%**

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the Step 1 base figure as calculated above.

**Table 5: Dare County Regional Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021	Preliminary Engineering & Environmental for Runway Extension	2.5%	N/A	2.5%	\$450,000	\$11,250
FY 2021 Total				2.5%	\$450,000	\$11,250
No projects at this time						
FY 2022 Total				N/A	N/A	N/A
No projects at this time						
FY 2023 Total				N/A	N/A	N/A
FY 2021 - FY 2023 Overall Goal				2.5%	\$450,000	\$11,250

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 2.5% for FY 2021-FY 2023.

7. Race-Conscious/Race-Neutral Projections

Dare County Regional Airport proposes that, of the DBE goal of **2.5%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **2.5%**. The reason for this projected split is there is no historical information to project a race-neutral split.

8. Contract Goals

The Dare County Regional Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Foothills Regional Airport

1. Airport Name and Location:

Foothills Regional Airport is located in the Foothills of North Carolina, in the City of Morganton.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Foothills Regional Airport Market Area

Counties	
Burke	Catawba
Cleveland	Rutherford

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Foothills Regional Airport is shown in table 2 below.

Table 2: Foothills Regional Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2021	New T-Hangar Site Preparation	Water & Sewer	237110
		Highway & Street	237310
		Site Prep	238910
		Engineering	541330
		Testing	541380
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3: Availability of DBEs for the Foothills Regional Airport
by Relevant NAICS Codes**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Water & Sewer	237110	0	16	0.0%	\$6,403.67	\$0.00
Highway & Street	237310	3	19	15.8%	\$240,876.51	\$38,058.49
Site Prep	238910	3	52	5.8%	\$65,021.88	\$3,771.27
Engineering	541330	0	41	0.0%	\$143,836.28	\$0.00
Testing	541380	0	0	0.0%	\$15,762.88	\$0.00
Landscaping	561730	2	128	1.6%	\$20,688.78	\$331.02
Total					\$492,590	\$42,160.78
Weighted Step 1 Goal =						8.6%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory September 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Foothills Regional Airport is 1.6%.

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

"...Additional evidence in the sponsor's jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal" (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

"(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021	New T-Hangar Site Preparation	8.6%	N/A	8.6%	\$492,590	\$42,363
FY 2021 Total				8.6%	\$492,590	\$42,363
FY 2022 - No projects at this time				N/A	N/A	N/A
FY 2023 - No projects at this time				N/A	N/A	N/A
FY 2021 - 2023 Overall Goal				8.6%	\$492,590	\$42,363

7. Race-Conscious/Race-Neutral Projections

Foothills Regional Airport proposes that, of the DBE goal of **8.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.6%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Foothills Regional Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Gastonia Municipal Airport

1. Airport Name and Location:

Gastonia Municipal Airport is located near Charlotte, North Carolina 4 miles south of Gastonia, North Carolina.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Gastonia Municipal Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Gaston	1	100.0%	\$17,186	100.0%
Market Area	1	100.0%	\$17,186	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	1	100.0%	\$17,186	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Gastonia Municipal Airport is shown below.

Table 2: Gastonia Municipal Airport

Fiscal Year	Project	Activity	NAICS
FY 2021	Obstruction Removal	Site prep	238910
		Engineering	541330
		Landscaping	561730
FY 2022	Runway Lighting Rehabilitation	Electrical	238210
		Site Prep	238910
		Engineering	541330

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Gastonia Municipal Airport
by Relevant NAICS Codes
Obstruction Removal**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site prep	238910	2	22	9.1%	\$201,600	\$18,327
Engineering	541330	0	17	0.0%	\$40,000	\$0
Landscaping	561730	1	66	1.5%	\$58,400	\$885
Total					\$300,000	\$19,212
Weighted Step 1 Goal =						6.4%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory September 2020.

**Table 3b: Availability of DBEs for the Gastonia Municipal Airport
by Relevant NAICS Codes
Runway Rehabilitation Lighting**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Electrical	238210	0	62	0.0%	\$279,145	\$0
Site Prep	238910	2	22	9.1%	\$44,408	\$4,037
Engineering	541330	0	17	0.0%	\$126,447	\$0
Total					\$450,000	\$4,037
Weighted Step 1 Goal =						0.9%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory September 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Gastonia Municipal Airport is as follows:

FY 2021 – Obstruction Removal – 6.4%

FY 2022 – Runway Rehabilitation Lighting – 0.9%

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

The historical overall DBE goals established and/or accomplished at the Airport in recent years was examined relative to the above consideration (see table below):

**Table 4: Gastonia Municipal Airport
DBE Accomplishment**

Report Period	DBE Goal	DBE Percent Achieved	Over- /Under- Achieved
FY 2013	6.0%	11.6%	5.6%
Median	6.0%	11.6%	5.6%

Source: Division of Aviation staff; analysis by Ken Weeden & Associates, Inc.

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **11.6%**, compared to Step 1 DBE Base Figure for the airport of **3.1%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (11.6%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Gastonia Municipal Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021	Obstruction Removal	6.4%	11.6%	9.0%	\$300,000	\$27,000
FY 2021 Total				9.0%	\$300,000	\$27,000
FY 2022	Runway Lighting Rehabilitation	0.9%	N/A	0.9%	\$450,000	\$4,050
FY 2022 Total				0.9%	\$450,000	\$4,050
FY 2021 - FY 2023 Overall Goal				4.1%	\$750,000	\$31,050

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 4.1% for FY 2021 - FY 2023.

7. Race-Conscious/Race-Neutral Projections

Gastonia Municipal Airport proposes that, of the DBE goal of **4.1%**, the projected race-neutral goal will be **4.1%**, and the race conscious goal will be **0.0%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **5.6%**.

8. Contract Goals

The Gastonia Municipal Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Henderson Field Airport

1. Airport Name and Location:

Henderson Field Airport is located in Duplin County 1 mile southwest of Wallace.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Henderson Field Airport Market Area

Duplin	Jones	Lenoir	New Hanover
Onslow	Pender	Sampson	Wayne

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Henderson Field Airport is shown in table 2 below.

Table 2: Henderson Field Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2021	AWOS	Electrical	238210
		Weather Equipment	334519
		Engineering	541330
		Surveying	541370
		Geotechnical Testing	541380
		Environmental Consulting	541620
		Landscaping	561730
FY 2023	Runway Rehabilitation	Highway & Street	237310
		Site Prep	238910
		Engineering	541330
		Surveying	541370
		Geotechnical Testing	541380
		Environmental Consulting	541620
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Henderson Field Airport
by Relevant NAICS Codes – FY 2021 – AWOS**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Electrical	238210	1	203	0.5%	\$120,000	\$591
Weather Equipment	334519	0	3	0.0%	\$100,000	\$0
Engineering	541330	1	113	0.9%	\$36,000	\$319
Surveying	541370	0	29	0.0%	\$10,000	\$0
Geotechnical Testing	541380	0	9	0.0%	\$10,000	\$0
Environmental Consulting	541620	1	20	5.0%	\$10,000	\$500
Landscaping	561730	3	231	1.3%	\$900	\$12
Total					\$286,900	\$1,421
Weighted Step 1 Goal =						0.5%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory May 2020.

**Table 3b: Availability of DBEs for the Henderson Field Airport
by Relevant NAICS Codes – FY 2023 – Runway Rehabilitation**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	3	16	18.8%	\$1,968,600	\$369,113
Site Prep	238910	8	84	9.5%	\$273,500	\$26,048
Engineering	541330	1	113	0.9%	\$327,500	\$2,898
Surveying	541370	0	29	0.0%	\$52,500	\$0
Geotechnical Testing	541380	0	9	0.0%	\$87,500	\$0
Environmental Consulting	541620	1	20	5.0%	\$52,500	\$2,625
Landscaping	561730	3	231	1.3%	\$30,900	\$401
Total					\$2,793,000	\$401,085
Weighted Step 1 Goal =						14.4%

SOURCES:

1. 2017 County Business Patterns.
2. NC UCP DBE Directory May 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figures were derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figures for the Henderson Field Airport is:

FY 2021 – AWOS – 0.5%.
FY 2023 – Runway Rehabilitation – 14.4%.

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, however there is data from Johnston County Airport that will be used.

**Table 4: Johnston County Airport
(no data for Henderson Field)
DBE Accomplishment**

Report Period	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2010	5.8%	8.8%	3.0%
FY 2011	8.1%	8.2%	-1.0%
Median	7.0%	8.5%	1.0%

Source: Division of Aviation staff; analysis by Ken Weeden & Associates, Inc.

The median DBE accomplishment for the reporting period as shown above is **8.5%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure for the Runway Rehabilitation project as calculated above by averaging it with the annual accomplishment factor derived in Table 4 above (8.5%). The AWOS project will not be adjusted as there are no recent similar projects.

**Table 5: Henderson Field Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021	AWOS	0.5%	N/A	0.5%	\$286,900	\$1,435
FY 2021 Total				0.5%	\$286,900	\$1,435
No projects at this time						
FY 2022 Total				N/A	N/A	N/A
FY 2023	Runway Rehabilitation	14.4%	8.5%	11.5%	\$2,793,000	\$319,799
FY 2020 Total				11.5%	\$2,793,000	\$319,799
FY 2018 - FY 2020 Overall Goal				10.4%	\$3,079,900	\$321,233

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 10.4 % for FY 2021-FY 2023.

7. Race-Conscious/Race-Neutral Projections

Henderson Field Airport proposes that, of the DBE goal of **10.4%**, the projected race-neutral goal will be **1.0%**, and the race conscious goal will be **9.4%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **1.0%**.

8. Contract Goals

The Henderson Field Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Hyde County Airport

1. Airport Name and Location:

Hyde County Airport is located in coastal North Carolina approximately seven miles north of Engelhard.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Hyde County Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Dare	1	33.3%	\$79,890	100.0%
Beaufort	1	33.3%	\$0	0.0%
Pasquotank	1	33.3%	\$0	0.0%
Market Area	3	100.0%	\$79,890	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	3	100.0%	\$79,890	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Hyde County Airport is shown in table 2 below.

Table 2: Hyde County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2021	RWY Rehab, RWY Extension with Turnarounds, Parking Lot Rehab, Windcone Repair, and PAPIs 9 (CA & RPR Services)	Engineering	541330
		Testing	541380

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3: Availability of DBEs for the Hyde County Airport
by Relevant NAICS Codes**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Engineering	541330	1	23	4.3%	\$284,000	\$12,212
Testing	541380	0	0	0.0%	\$71,000	\$0
Total					\$355,000	\$12,212
Weighted Step 1 Goal =						3.4%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory November 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Hyde County Airport is 3.4%.

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

"...Additional evidence in the sponsor's jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal" (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

"(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Hyde County Airport FY 2021 - FY 2023 is: 3.4%.

7. Race-Conscious/Race-Neutral Projections

Hyde County Airport proposes that, of the DBE goal of **3.4%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **3.4%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Hyde County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Laurinburg-Maxton Airport

1. Airport Name and Location:

Laurinburg-Maxton Airport is located on the Coastal Plains of North Carolina, in the City of Maxton, NC.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Laurinburg-Maxton Airport Market Area

County
Richmond
Robeson
Scotland

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021-2023 project proposed for the Laurinburg-Maxton Airport is shown in table 2 below.

Table 2: Laurinburg-Maxton Airport

Fiscal Year	Project	Activity	NAICS
FY 2021	Apron Rehab Design	Engineering	541330
	Perimeter Wildlife Fence Design	Engineering	541330

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Laurinburg-Maxton Airport
by Relevant NAICS Codes
Apron Rehab Design**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal Dollars
Engineering	541330	1	8	12.5%	\$200,000	\$25,000
Total					\$200,000	\$25,000
Weighted Step 1 Goal =						12.5%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory August 2020.

**Table 3b: Availability of DBEs for the Laurinburg-Maxton Airport
by Relevant NAICS Codes
Perimeter Wildlife Fence Design**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal Dollars
Engineering	541330	1	8	12.5%	\$200,000	\$25,000
Total					\$200,000	\$25,000
Weighted Step 1 Goal =						12.5%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory August 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Laurinburg-Maxton Airport is as follows:

FY 2021– Apron Rehab Design– 12.5%

FY 2021 – Perimeter Wildlife Fence Design – 12.5%

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

The historical overall DBE goals established and/or accomplished at the Airport in recent years was examined relative to the above consideration (see table below):

Table 4: Laurinburg-Maxton Airport Accomplishment

Report Period	DBE Goal	DBE Percent Achieved	Over/Under-Achieved
FY 2019	2.0%	1.8%	-0.2
Median	2.0%	1.8%	-0.2%

The medium DBE accomplishment for the reporting period (i.e., the period in which there was actual federal-funded activity to report) as shown above is **1.8%**, compared to Step 1 DBE Base Figure for the airport of **12.5%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (1.8%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

Fiscal Year	Project	Step 1	Step 2 Adjustment	Overall Goal	Total Project Costs	DBE Goal (Dollars)
FY 2021	Apron Rehab Design	12.5%	1.8%	7.1%	\$200,000	\$14,290
	Perimeter Wildlife Fence Design	12.5%	1.8%	7.1%	\$200,000	\$14,290
FY 2021 Total				7.1%	\$400,000	\$28,580
FY 2022 – No projects at this time				N/A	N/A	N/A
FY 2023 – No projects at this time				N/A	N/A	N/A
FY 2021- FY 2023 Overall Goal				7.1%	\$400,000	\$28,580

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 7.1% for FY 2021-2023.

7. Race-Conscious/Race-Neutral Projections

Laurinburg-Maxton Airport proposes that, of the DBE goal of 7.1%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 7.1%. The reason for this projected split is the Airport under-achieved its previous goals by -0.2%.

8. Contract Goals

The Laurinburg-Maxton Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

Montgomery County Airport

1. Airport Name and Location:

Montgomery County Airport is located in Star, North Carolina.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Montgomery County Airport Market Area

County	
Davidson	Randolph
Montgomery	Richmond
Moore	Stanly

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Montgomery County Airport is shown in table 2 below.

Table 2: Montgomery County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
2023	Obstruction Removal	Site Prep	238910
		Engineering	541330
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3: Availability of DBEs for the Montgomery County Airport
by Relevant NAICS Codes
FY 2023 –Obstruction Removal**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site Prep	238910	3	55	5.5%	\$366,369	\$19,984
Engineering	541330	0	38	0.0%	\$96,496	\$0
Landscaping	561730	1	209	0.5%	\$112,135	\$537
Total					\$575,000	\$20,520
Weighted Step 1 Goal =						3.6%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory November 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figures for the Montgomery County Airport is as follows:

FY 2023 –Obstruction Removal Construction - 3.6%.

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26.45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

The historical overall DBE goals established and/or accomplished at the Airport in recent years was examined relative to the above consideration (see table below):

**Table 4: Montgomery County Airport
DBE Accomplishment**

Report Period	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2012	6.2%	5.5%	-0.7%
Median	6.2%	5.5%	-0.7%

Source: Division of Aviation staff; analysis by Ken Weeden & Associates, Inc.

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **5.5%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figures as calculated above by adding the annual accomplishment

factor derived in Table 4 above (5.5%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Montgomery County Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
No projects at this time						
FY 2021 Total				N/A	N/A	N/A
No projects at this time						
FY 2022 Total				N/A	N/A	N/A
FY 2023	Obstruction Removal	3.6%	5.5%	4.6%	\$575,000	\$26,163
FY 2023 Total				4.6%	\$575,000	\$26,163
FY 2021 - FY 2023 Overall Goal				4.6%	\$575,000	\$26,163

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of **4.6%** for FY 2021-FY 2023.

7. Race-Conscious/Race-Neutral Projections

Montgomery County Airport proposes that, of the DBE goal of **4.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.6%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **0.7%**.

8. Contract Goals

The Montgomery County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Moore County Airport

1. Airport Name and Location:

Moore County Airport is a public airport located 3 miles (5 km) north of Southern Pines and 5 miles northeast of Pinehurst, in Moore County.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Moore County Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	7.1%	-	0.0%
Lee	4	28.6%	\$2,118,600	60.4%
Lenoir	1	7.1%	\$1,203,138	34.3%
Randolph	2	14.3%	\$107,785	3.1%
Sampson	2	14.3%	-	0.0%
Market Area	10	71.4%	\$3,429,523	97.7%
<i>Other</i>	4	28.6%	\$79,440	2.3%
Total	14	100.0%	\$3,508,963	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Moore County Airport is shown in table 2 below.

Table 2: Moore County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
2022	Approach Clearing & Land Acquisition	Highway & Street	237310
		Site Prep	238910
		Engineering	541330
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3: Availability of DBEs
FY 2022 – Approach Clearing & Land Acquisition**

Activity	NAICS CODE	DBE Firms	All Firms	% of DBE Firms	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	2	16	12.5%	\$95,000	\$11,875
Site Prep	238910	8	56	14.3%	\$350,000	\$50,000
Engineering	541330	1	26	3.8%	\$50,000	\$1,923
Landscaping	561730	3	165	1.8%	\$5,000	\$91
Total					\$500,000	\$63,889
Weighted Step 1 Goal =						12.8%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory December 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Moore County Airport is as follows:

FY 2022 – Approach Clearing & Land Acquisition – 12.8%

6. Adjustments to the DBE Base Figure:

After the Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

The historical overall DBE goals established and/or accomplished at the Airport in recent years was examined relative to the above consideration (see table below):

**Table 4: Moore County Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2009	4.0%	0.0%	-4.0%
FY 2011	8.0%	7.2%	-0.8%
FY 2012	10.0%	9.4%	-0.6%
Median	8.0%	7.2%	-0.8%

Source: Division of Aviation staff; analysis by Ken Weeden & Associates, Inc.

The median DBE accomplishment for the reporting periods as shown above is **7.2%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (7.2%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Moore County Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021	<i>No projects at this time</i>					
FY 2021 Total				N/A	N/A	N/A
FY 2022	Approach Clearing & Land Acquisition	12.8%	7.2%	10.0%	\$500,000	\$50,000
FY 2022 Total				10.0%	\$500,000	\$50,000
FY 2023	<i>No projects at this time</i>					
FY 2023 Total				N/A	N/A	N/A
FY 2021 - FY 2023 Overall Goal				10.0%	\$500,000	\$50,000

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 10.0% for FY 2021-FY 2023.

7. Race-Conscious/Race-Neutral Projections

Moore County Airport proposes that, of the DBE goal of **10.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **10.0%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **-0.8%**.

8. Contract Goals

The Moore County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Northeastern Regional Airport

1. Airport Name and Location:

Northeastern Regional Airport is located in coastal North Carolina approximately seven miles north of Engelhard.

2. Definition of Project Service Area:

Northeastern Regional Airport is a public use airport in Chowan County, North Carolina, United States. It is owned by the town of Edenton and located three nautical miles southeast of its central business district.

Table 1: Northeastern Regional Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Chowan	0	0.0%	\$0	0.0%
Dare	1	25.0%	\$0	0.0%
Pasquotank	1	25.0%	\$484,975	45.6%
Market Area	2	50.0%	\$484,975	45.6%
<i>Other</i>	2	50.0%	\$579,353	54.4%
Total	4	100.0%	\$1,064,328	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Northeastern Regional Airport is shown in table 2 below.

Table 2: Northeastern Regional Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2021	Runway 1 Approach Clearing	Highway & Street	237310
		Site Prep	238910
		Engineering	541330
		Geotechnical Testing	541380
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3: Availability of DBEs for the Northeastern Regional Airport
by Relevant NAICS Codes**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	0	0			
Site Prep	238910	0	12			
Engineering	541330	1	15			
Geotechnical Testing	541380	0	0			
Landscaping	561730	2	44			
Total		3	71	4.2%	\$825,000	\$34,650
Weighted Step 1 Goal =						4.2%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory December 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Northeastern Regional Airport is 4.2%.

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

"...Additional evidence in the sponsor's jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal" (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

"(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Northeastern Regional Airport FY 2021 - FY 2023 is: 4.2%.

7. Race-Conscious/Race-Neutral Projections

Northeastern Regional Airport proposes that, of the DBE goal of **4.2%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.2%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Northeastern Regional Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Raleigh Regional Airport at Person County

1. Airport Name and Location:

Raleigh Regional Airport at Person County Airport is located 6 miles south of Roxboro, NC.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. Bidders from recent projects came from Eatonton, GA and Sandwich, MA. This was an airfield signage project which is different from the Airport's upcoming projects. The Airport feels that contractors will come from the Durham-Chapel Hill MSA, please see counties below in Table 1.

Table 1: Raleigh Regional Airport at Person County Market Area

Counties	
Chatham	Durham
Orange	Person

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Raleigh Regional Airport at Person County is shown below.

Table 2: Raleigh Regional Airport at Person County

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2021	Hangar Site Work	Water & Sewer	237110
		Highway & Street	237310
		Other Heavy and Civil Engineering Construction	237990
		Poured Concrete Foundation and Structure Contractors	238110
		Electrical	238210
		Site Prep	238910
		All Other Specialty Trade Contractors	238990
		Landscaping	561730
FY 2022	RSA Widening to 500'	Water & Sewer	237110
		Highway & Street	237310
		Site prep	238910
		Engineering	541330
		Surveying	541370
		Geotechnical Testing	541380
		Environmental Consulting	541620
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Raleigh Regional Airport at Person County
by Relevant NAICS Codes
FY 2021 Hanger Site Work**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms	NAICS Dollars	DBE Goal (Dollars)
Water & Sewer	237110	2	9			
Highway & Street	237310	2	7			
Drainage	237990	1	3			
Concrete	238110	3	22			
Electrical	238210	6	114			
Site prep	238910	3	61			
Fencing	238990	1	30			
Landscaping	561730	6	173			
	Total	24	419	5.7%	\$550,000	\$31,504
Step 1 Goal =						5.7%

SOURCES:

1. 2017 County Business Patterns.
2. NC UCP DBE Directory June 2020.

**Table 3b: Availability of DBEs for the Raleigh Regional Airport at Person County
by Relevant NAICS Codes
FY 2022 RSA Widening to 500'**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms	NAICS Dollars	DBE Goal (Dollars)
Water & Sewer	237110	2	9			
Highway & Street	237310	2	7			
Site prep	238910	3	61			
Engineering	541330	3	74			
Surveying	541370	0	16			
Geotechnical Testing	541380	1	15			
Environmental Consulting	541620	3	28			
Landscaping	561730	6	173			
	Total	20	383	5.2%	\$6,930,000	\$361,880
Step 1 Goal =						5.2%

SOURCES:

1. 2017 County Business Patterns.
2. NC UCP DBE Directory June 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Raleigh Regional Airport at Person County is as follows:

- **FY 2021 Hanger Site Work** - **5.7%**
- **FY 2022 RSA Widening to 500'** - **5.2%**

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

No past participation information was available as of this submittal, so there will be no adjustment to the base figure using DBE accomplishment data.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the Step 1 base figures as calculated above.

**Table 4: Raleigh Regional Airport at Person County
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021	Hangar Site Work	5.7%	N/A	5.7%	\$550,000	\$31,350
FY 2021 Total				5.7%	\$550,000	\$31,350
FY 2022	RSA Widening to 500'	5.2%	N/A	5.2%	\$6,930,000	\$361,746
FY 2022 Total				5.2%	\$6,930,000	\$361,746
No projects at this time						
FY 2023 Total				N/A	N/A	N/A
FY 2021 - FY 2023 Overall Goal				5.3%	\$7,480,000	\$393,096

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of **5.3%** for FY 2021-FY 2023.

7. Race-Conscious/Race-Neutral Projections

The Airport proposes that, of the DBE goal of **5.3%**, the projected race-neutral goal will be **0.0**. There was no historical information on DBE participation to project a race-neutral breakout.

8. Contract Goals

The Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Richmond County Airport

1. Airport Name and Location:

Richmond County Airport is located in central North Carolina, in Rockingham, NC.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Richmond County Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Anson	1	12.5%	\$279,125	49.8%
Forsyth	1	12.5%	\$0	0.0%
Iredell	1	12.5%	\$0	0.0%
Richmond	1	12.5%	\$0	0.0%
Stanly	1	12.5%	\$0	0.0%
Stokes	1	12.5%	\$0	0.0%
Market Area	6	75.0%	\$279,125	49.8%
<i>Other</i>	2	25.0%	\$281,575	50.2%
Total	8	100.0%	\$560,700	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Richmond County Airport is shown below.

Table 2: Richmond County Airport

Fiscal Year	Project	Activity	NAICS
FY 2021	Runway Lighting Rehab (Design)	Engineering	541330
FY 2023	Runway Lighting Rehab (Construction)	Electrical	238210
		Site Prep	238910
		Engineering	541330
		Surveying	541370
		Geotechnical Testing	541380
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Richmond County Airport
by Relevant NAICS Codes
FY 2021 Runway Lighting Rehab (Design)**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Engineering	541330	9	100	9.0%	\$75,000	\$6,750
Total					\$75,000	\$6,750
Weighted Step 1 Goal =						9.0%

**Table 3b: Availability of DBEs for the Richmond County Airport
by Relevant NAICS Codes
FY 2023 Runway Lighting Rehab (Construction)**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Electrical	238210	1	175	0.6%	\$290,135	\$1,658
Site Prep	238910	9	83	10.8%	\$30,399	\$3,296
Engineering	541330	9	100	9.0%	\$55,881	\$5,029
Surveying	541370	1	25	4.0%	\$27,941	\$1,118
Geotechnical Testing	541380	0	12	0.0%	\$27,941	\$0
Landscaping	561730	6	283	2.1%	\$17,703	\$375
Total					\$450,000	\$11,476
Weighted Step 1 Goal =						2.6%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory September 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Richmond County Airport is as follows:

- **FY 2021 Runway Lighting Rehab (Design)** **-9.0%**
- **FY2023 Runway Lighting Rehab (Construction)** **-2.6%**

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

The historical overall DBE goals established and/or accomplished at the Airport in recent years was examined relative to the above consideration (see table below):

**Table 4: Richmond County Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2008	6.0%	13.5%	7.5%
FY 2013	4.0%	3.0%	-1.0%
Median	5.0%	8.3%	3.3%

Source: Division of Aviation staff; analysis by Ken Weeden & Associates, Inc.

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **8.3%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (8.3%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Richmond County Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021	Runway Lighting Rehab (Design)	9.0%	8.3%	8.7%	\$75,000	\$6,488
FY 2021 Total				8.7%	\$75,000	\$6,488
No projects at this time						
FY 2022 Total				N/A	N/A	N/A
FY 2023	Runway Lighting Rehab (Construction)	2.6%	8.3%	5.5%	\$450,000	\$24,525
FY 2020 Total				5.5%	\$450,000	\$24,525
FY 2021 - FY 2023 Overall Goal				5.9%	\$525,000	\$31,013

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of **5.9%** for FY 2021-FY 2023.

7. Race-Conscious/Race-Neutral Projections

Richmond County Airport proposes that, of the DBE goal of **5.9%**, the projected race-neutral goal will be **3.3%**, and the race conscious goal will be **2.6%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **3.3%**.

8. Contract Goals

The Richmond County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Rockingham County-Shiloh Airport

1. Airport Name and Location:

Rockingham County-Shiloh Airport is located in the Piedmont region of North Carolina, in Rockingham County, in Reidsville NC.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Rockingham County-Shiloh Airport Market Area

Alamance	Rockingham
Guilford	Surry

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Rockingham County-Shiloh Airport is shown in table 2 below.

Table 2: Rockingham County-Shiloh Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2021	Hangar Site Preparation	Highway & Street	237310
		Drainage	237110
		Site Prep	238910
		Engineering	541330
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

Table 3: Availability of DBEs for the Rockingham County-Shiloh Airport by Relevant NAICS Codes

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	5	31	16.1%	\$250,000	\$40,323
Drainage	237110	3	26	11.5%	\$100,000	\$11,538
Site Prep	238910	11	75	14.7%	\$65,000	\$9,533
Engineering	541330	8	87	9.2%	\$40,000	\$3,678
Landscaping	561730	9	309	2.9%	\$95,000	\$2,767
Total					\$550,000	\$67,840
Weighted Step 1 Goal =						12.3%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory September 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Rockingham County-Shiloh Airport is 12.3%.

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Rockingham County-Shiloh Airport FY 2021 - FY 2023 is: 12.3%.

7. Race-Conscious/Race-Neutral Projections

Rockingham County-Shiloh Airport proposes that, of the DBE goal of **12.3%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **12.3%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Rockingham County-Shiloh Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Rutherford County Airport

1. Airport Name and Location:

Rutherford County Airport is located in southwestern North Carolina, in Rutherfordton, NC.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Rutherford County Airport Market Area

County
Buncombe
Rutherford

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021-2023 project proposed for the Rutherford County Airport is shown in table 2 below.

Table 2: Rutherford County Airport

Fiscal Year	Project	Activity	NAICS
FY 2022	Perimeter Fence Design	Engineering	541330

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Rutherford County Airport
by Relevant NAICS Codes
Perimeter Fence Design**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal Dollars
Engineering	541330	6	63	9.5%	\$825,000	\$78,375
Total					\$825,000	\$78,375
Weighted Step 1 Goal =						9.5%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory August 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Rutherford County Airport is as follows:

FY 2022 – Perimeter Fence Design – 9.5%

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

The historical overall DBE goals established and/or accomplished at the Airport in recent years was examined relative to the above consideration (see table below):

Table 4: Rutherford County Airport Accomplishment

Report Period	Project	DBE Goal	DBE Percent Achieved	Over/Under-Achieved
FY 2010	Taxiway & Ramp Improvements	1.0%	20.8%	19.8%
FY 2010	Obstruction Clearing & Westside Hangar Area Development	1.0%	0.0%	-1.0%
FY 2010	Rehabilitate Taxiway & Apron	12.1%	5.7%	-6.4%
Median		1.0%	5.7%	-1.0%

The medium DBE accomplishment for the reporting period (i.e., the period in which there was actual federal-funded activity to report) as shown above is **5.7%**, compared to Step 1 DBE Base Figure for the airport of **9.5%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (5.7%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

Fiscal Year	Project	Step 1	Step 2 Adjustment	Overall Goal	Total Project Costs	DBE Goal (Dollars)
FY 2021 – No projects at this time				N/A	N/A	N/A
FY 2022	Perimeter Fence Design	9.5%	5.7%	7.6%	\$825,000	\$62,700
FY 2022 Total				7.6%	\$825,000	\$62,700
FY 2023 – No projects at this time				N/A	N/A	N/A
FY 2021- FY 2023 Overall Goal				7.6%	\$825,000	\$62,700

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 7.6% for FY 2021-2023.

7. Race-Conscious/Race-Neutral Projections

Rutherford County Airport proposes that, of the DBE goal of **7.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **7.6%**. The reason for this projected split is the Airport under-achieved its previous goals by -1.0%.

8. Contract Goals

The Rutherford County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

Shelby-Cleveland County Regional Airport

1. Airport Name and Location:

Shelby-Cleveland County Regional Airport is located in the Piedmont of North Carolina, in the City of Shelby.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Shelby-Cleveland County Regional Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Buncombe	4	40.0%	\$149,750	7.5%
Lincoln	2	20.0%	\$1,834,936	91.8%
Surry	1	10.0%	\$8,539	0.4%
Market Area	7	70.0%	\$1,993,225	99.7%
<i>Other</i>	3	30.0%	\$4,730	0.3%
Total	10	100.0%	\$1,997,955	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Shelby-Cleveland County Regional Airport is shown below.

Table 2: Shelby-Cleveland County Regional Airport

Fiscal Year	Project	Activity	NAICS
FY 2022	Perimeter Fencing	Site prep	238910
		Fencing	238990
		Engineering	541330
		Testing	541380
	Taxiway Overlay	Highway & Street	237310
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Testing	541380
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Shelby-Cleveland County Regional Airport
by Relevant NAICS Codes
Perimeter Fencing**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site prep	238910	3	51	5.9%	\$39,900	\$2,354
Fencing	238990	1	45	2.2%	\$281,050	\$6,183
Engineering	541330	7	65	10.8%	\$26,250	\$2,835
Landscaping	561730	1	6	16.7%	\$2,800	\$468
Total					\$350,000	\$11,840
Weighted Step 1 Goal =						3.4%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory September 2020.

**Table 3b: Availability of DBEs for the Shelby-Cleveland County Regional Airport
by Relevant NAICS Codes
Taxiway Overlay**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	1	13	7.7%	\$1,928,044	\$148,459
Electrical	238210	0	136	0.0%	\$375,020	\$0
Site Prep	238910	3	51	5.9%	\$661,800	\$39,046
Engineering	541330	7	65	10.8%	\$608,856	\$65,756
Testing	541380	1	6	16.7%	\$66,180	\$11,052
Landscaping	561730	6	185	3.2%	\$772,100	\$24,707
Total					\$4,412,000	\$289,020
Weighted Step 1 Goal =						6.6%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory September 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Shelby-Cleveland County Regional Airport is as follows:

FY 2022 – Perimeter Fencing – 3.4%

FY 2022 – Taxiway Overlay – 6.6%

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

**Table 5: Shelby-Cleveland County Regional Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021 – No projects at this time				N/A	N/A	N/A
FY 2022	Perimeter Fencing	3.4%	N/A	3.4%	\$350,000	\$11,900
	Taxiway Overlay	6.6%	N/A	6.6%	\$4,412,000	\$291,192
FY 2022 Total				6.4%	\$4,762,000	\$303,092
FY 2023 – No Projects at this time				N/A	N/A	N/A
FY 2021 - FY 2023 Overall Goal				6.4%	\$4,762,000	\$303,092

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 6.4% for FY 2021 - FY 2023.

7. Race-Conscious/Race-Neutral Projections

Shelby-Cleveland County Regional Airport proposes that, of the DBE goal of **6.4%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **6.4%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Shelby-Cleveland County Regional Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Siler City Municipal Airport

1. Airport Name and Location:

Siler City Municipal Airport is a public use airport located three nautical miles southwest of the central business district of Siler City, a town in Chatham County, North Carolina

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Siler City Municipal Airport Market Area

Counties		
Anson	Graham	Guilford
Wake	Wilson	

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 projects proposed for the Siler City Municipal Airport is shown in table 2 below.

Table 2: Siler City Municipal Airport

Fiscal Year	Project	Activity	NAICS
FY 2021	Obstruction Removal & Fencing - RW 4 RPZ	Site Prep	238910
		Fencing	238990
		Landscaping	561730
FY2022	Parallel Taxiway EA	Engineering	541330

4. Determination of Relative Availability of DBE's in Project Service Area

Table 3a: Availability of DBEs for the Siler City Municipal Airport by Relevant NAICS Codes – FY 2021 – Obstruction Removal & Fencing - RW 4 RPZ

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site Prep	238910	23	152	15.1%	\$166,856	\$25,248
Fencing	238990	17	144	11.8%	\$83,569	\$9,866
Landscaping	561730	20	680	2.9%	\$49,575	\$1,458
Total					\$300,000	\$36,572
Weighted Step 1 Goal =						12.2%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory November 2020.

**Table 3b: Availability of DBEs for the Siler City Municipal Airport
by Relevant NAICS Codes – FY 2022 - Parallel Taxiway EA**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Engineering	541330	47	498	6.8%	\$215,000	\$14,606
Total					\$215,000	\$27,119
Weighted Step 1 Goal =						6.8%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory November 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figures were derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figures for the Siler City Municipal Airport are:

FY 2021 –	Obstruction Removal & Fencing - RW 4 RPZ	12.2%
FY 2022 –	Parallel Taxiway EA	6.8%

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the Step 1 base figures as calculated above.

**Table 5: Siler City Municipal Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021	Obstruction Removal & Fencing - RW 4 RPZ	12.2%	N/A	12.2%	\$300,000	\$36,600
FY 2021 Total				12.2%	\$300,000	\$36,600
FY 2022	Parallel Taxiway EA	6.8%	N/A	6.8%	\$215,000	\$14,620
FY 2022 Total				6.8%	\$215,000	\$14,620
FY 2023	<i>No projects at this time</i>					
FY 2023 Total				N/A	N/A	N/A
FY 2021 - FY 2023 Overall Goal				9.9%	\$515,000	\$51,220

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 9.9% for FY 2021-FY 2023.

7. Race-Conscious/Race-Neutral Projections

Siler City Municipal Airport proposes that, of the DBE goal of **9.9%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **9.9%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Siler City Municipal Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of

each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Smith Reynolds Airport

1. Airport Name and Location:

Smith Reynolds Airport is located in the Piedmont region of North Carolina, in the city of Winston Salem.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Smith Reynolds Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	12.5%	\$4,556,163	41.1%
Ashe	1	12.5%	\$3,878,500	35.0%
Forsyth	2	25.0%	\$0	0.0%
Guilford	1	12.5%	\$0	0.0%
Market Area	5	62.5%	\$8,434,663	76.1%
<i>Other</i>	3	37.5%	\$2,643,798	23.9%
Total	8	100.0%	\$11,078,461	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Smith Reynolds Airport is shown below.

Table 2: Smith Reynolds Airport

Fiscal Year	Project	Activity	NAICS
FY 2021	Airfield Drainage Improvements Phase II	Drainage	237990
		Site Prep	238910
		Engineering	541330
FY 2022 – 2023	Relocation of Taxiway A	Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site prep	238910
		Fencing	238990
		Insurance	524210
		Engineering	541330
		Surveying	541370
		Geotechnical	541380
		Landscaping	561730
		All other Support Services	561990

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Smith Reynolds Airport
by Relevant NAICS Codes – Airfield Drainage Improvements Phase II**

Activity	NAICS CODE	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Drainage	237990	1	4	25.0%	\$100,000	\$25,000
Site Prep	238910	16	114	14.0%	\$100,000	\$14,035
Engineering	541330	15	133	11.3%	\$50,000	\$5,639
Total					\$250,000	\$44,674
Weighted Step 1 Goal =						17.9%

SOURCES:

1. 2017 County Business Patterns.
2. NC UCP DBE Directory May 2020.

**Table 3b: Availability of DBEs for the Smith Reynolds Airport
by Relevant NAICS Codes – Relocation of Taxiway A**

Activity	NAICS CODE	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	6	30	20.0%	\$5,344,100	\$1,068,820
Drainage	237990	1	4	25.0%	\$1,071,500	\$267,875
Electrical	238210	4	258	1.6%	\$830,000	\$12,868
Site prep	238910	15	96	15.6%	\$2,381,000	\$372,031
Fencing	238990	4	80	5.0%	\$100,000	\$5,000
Insurance	524210	1	533	0.2%	\$135,000	\$253
Engineering	541330	15	133	11.3%	\$1,889,380	\$213,088
Surveying	541370	2	29	6.9%	\$235,230	\$16,223
Geotechnical	541380	0	18	0.0%	\$235,230	\$0
Landscaping	561730	12	399	3.0%	\$300,000	\$9,023
All other Support Services	561990	0	67	0.0%	\$269,000	\$0
Total					\$12,790,440	\$1,965,181
Weighted Step 1 Goal =						15.4%

SOURCES:

1. 2017 County Business Patterns.
2. NC UCP DBE Directory May 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for Airfield Drainage Improvement project is 17.9%.

The Step 1 DBE Base Figure for Relocation of Taxiway A project is 15.4%.

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

The historical overall DBE goals established and/or accomplished at the Airport in recent years was examined relative to the above consideration (see table below):

**Table 4: Smith Reynolds Airport
DBE Accomplishment**

Report Period	DBE Goal	DBE Percent Achieved	Over/Under-Achieved
FY 2008-1	8.8%	0.5%	-8.3%
FY 2008-2	8.8%	9.7%	0.9%
FY 2009	9.0%	31.3%	22.3%
Median	8.8%	9.7%	0.9%

Source: Division of Aviation staff; analysis by Ken Weeden & Associates, Inc.

The medium DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is 9.7%.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment

factor derived in Table 4 above (9.7%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Smith Reynolds Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2021	Airfield Drainage Improvements Phase II	17.9%	9.7%	13.8%	\$250,000	\$34,500
FY 2021 Total				13.8%	\$250,000	\$34,500
2022	Relocation of Taxiway A	15.4%	9.7%	12.6%	\$12,790,440	\$1,605,200
FY 2022 Total				12.6%	\$12,790,440	\$1,605,200
<i>No projects at this time</i>						
FY 2023 Total				N/A	N/A	N/A
FY 2021 - FY 2023 Overall Goal				12.6%	\$13,040,440	\$1,639,700

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 12.6% for FY 2021-FY 2023.

7. Race-Conscious/Race-Neutral Projections

Smith Reynolds Airport proposes that, of the DBE goal of **12.6%**, the projected race-neutral goal will be **0.9%**, and the race conscious goal will be **11.5%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.9%**.

8. Contract Goals

The Smith Reynolds Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of

each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Stanly County Airport

1. Airport Name and Location:

Stanly County Airport is located in western North Carolina, in Stanly County, 70 miles east of Charlotte North Carolina in the town of Stanly.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Stanly County Airport Market Area

County
Iredell
Mecklenburg
Stanly

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021-2023 project proposed for the Stanly County Airport is shown in table 2 below.

Table 2: Stanly County Airport

Fiscal Year	Project	Activity	NAICS
FY 2021	Wildlife Perimeter Fence (North)	Site Prep	238910
		Fencing	238990
		Engineering	541330
		Testing	541380
		Landscaping	561730
FY 2023	Rotating Beacon & Electrical Vault Modifications	Electrical	238210
		Site Prep	238910
		Engineering	541330
		Testing	541380
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Stanly County Airport
by Relevant NAICS Codes
Wildlife Perimeter Fence (North)**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal Dollars
Site Prep	238910	12	101	11.9%	\$137,400	\$16,351
Fencing	238990	6	143	4.2%	\$301,200	\$12,650
Engineering	541330	17	400	4.3%	\$90,600	\$3,896
Testing	541380	3	28	10.7%	\$10,200	\$1,091
Landscaping	561730	5	459	1.1%	\$60,600	\$667
Total					\$600,000	\$34,655
Weighted Step 1 Goal =						5.8%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory August 2020.

**Table 3b: Availability of DBEs for the Stanly County Airport
by Relevant NAICS Codes
Rotating Beacon & Electrical Vault Modifications**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal Dollars
Electrical Contractors	238210	10	303	3.3%	\$40,515	\$11,237
Site Prep	238910	12	101	11.9%	\$32,400	\$3,856
Engineering	541330	17	400	4.3%	\$67,500	\$2,903
Testing	541380	3	28	10.7%	\$7,515	\$804
Landscaping	561730	5	459	1.1%	\$2,070	\$23
Total					\$450,000	\$18,823
Weighted Step 1 Goal =						4.2%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory August 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Stanly County Airport is as follows:

FY 2021– Wildlife Perimeter Fence (North) – 5.8%

FY 2023 – Rotating Beacon & Electrical Vault Modifications – 4.2%

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally funded projects.

Fiscal Year	Project	Step 1	Step 2 Adjustment	Overall Goal	Total Project Costs	DBE Goal (Dollars)
FY 2021	Wildlife Perimeter Fence (North)	5.8%	N/A	5.8%	\$600,000	\$34,800
FY 2021 Total				5.8%	\$600,000	\$3,800
FY 2022 – No projects at this time				N/A	N/A	N/A
Fy 2023	Rotating Beacon & Electrical Vault Modifications	4.2%	N/A	4.2%	\$450,000	\$18,900
FY 2023 Total				4.2%	\$450,000	\$18,900
FY 2021 – 2023 Overall Goal				5.1%	\$1,050,000	\$53,700

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 5.1% for FY 2021-2023.

7. Race-Conscious/Race-Neutral Projections

Stanly County Airport proposes that, of the DBE goal of **5.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Stanly County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

Tarboro-Edgecombe Airport

1. Airport Name and Location:

Tarboro-Edgecombe Airport is located in eastern North Carolina, in the City of Tarboro.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Tarboro-Edgecombe Airport Market Area

Counties
Edgecombe
Halifax
Wayne

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Tarboro-Edgecombe Airport is shown in table 2 below.

Table 2: Tarboro-Edgecombe Airport

Fiscal Year	Project	Activity	NAICS
FY 2021	Wildlife Perimeter Fence Phase II (Design)	Engineering	541330
	Obstructions Removal (Design)	Engineering	541330
	Parallel Taxiway (Design)	Engineering	541330
		Survey	541370
		Geotechnical	541380
		Environmental	541620

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Tarboro-Edgecombe Airport
by Relevant NAICS Codes**

FY 2021 – Wildlife Perimeter Fence – Phase II - Design

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Engineering	541330	0	7	0.0%	\$68,000	\$0
Total					\$68,000	\$0
Weighted Step 1 Goal =						0.0%

**Table 3b: Availability of DBEs for the Tarboro-Edgecombe Airport
by Relevant NAICS Codes**

FY 2021 – Obstructions Removal - Design

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Engineering	541330	0	7	0.0%	\$30,000	\$0
Total					\$30,000	\$0
Weighted Step 1 Goal =						0.0%

**Table 3b: Availability of DBEs for the Tarboro-Edgecombe Airport
by Relevant NAICS Codes**

FY 2021 – Parallel Taxiway - Design

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Engineering	541330	0	7	0.0%	\$143,043	\$0
Survey	541370	0	3	0.0%	\$27,246	\$0
Geotechnical	541380	0	0	0.0%	\$13,623	\$0
Environmental	541620	0	0	0.0%	\$51,087	\$0
Total					\$235,000	\$0
Weighted Step 1 Goal =						0.0%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory September 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Tarboro-Edgecombe Airport is as follows:

- **FY 2021 Wildlife Perimeter Fence - Phase II** **0.0%.**
- **FY 2021 Obstructions Removal** **0.0%**
- **FY 2021 Parallel Taxiway Design** **0.0%**

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on DOT-funded projects.

**Table 4: Tarboro-Edgecombe Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2021	Wildlife Perimeter Fence Phase II	0.0%	N/A	0.0%	\$68,000	\$0
	Obstructions Removal	0.0%	N/A	0.0%	\$30,000	\$0
	Parallel Taxiway Design	0.0%	N/A	0.0%	\$235,000	\$0
FY 2021 - FY 2023 Overall Goal				0.0%	\$333,000	\$0

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 0.0% for FY2021-2023

7. Race-Conscious/Race-Neutral Projections

Tarboro-Edgecombe Airport proposes that, of the DBE goal of 0.0%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 0.0%. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Tarboro-Edgecombe Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Triangle North Executive Airport

1. Airport Name and Location:

Triangle North Executive Airport is located in Franklin County, North Carolina, five miles southwest of Louisburg, North Carolina.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Triangle North Executive Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	25.0%	\$642,885	100.0%
Wake	2	50.0%		
Vance	1	25.0%		
Market Area	4	100.0%	\$642,885	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	4	100.0%	\$642,885	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Triangle North Executive Airport is shown in table 2 below.

Table 2: Triangle North Executive Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2021	Apron Rehabilitation	Highway & Street	237310
		Site Prep	238910
		Engineering	541330
		Landscaping	561730
	Runway Rehabilitation	Highway & Street	237310
		Site Prep	238910
		Engineering	541330
		Landscaping	561730
	Taxiway Rehabilitation	Highway & Street	237310
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3a: Availability of DBEs for the Triangle North Executive Airport
by Relevant NAICS Codes
FY 2021 – Apron Rehabilitation**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	7	38	18.4%	\$1,385,000	\$255,132
Site Prep	238910	17	121	14.0%	\$30,000	\$4,215
Engineering	541330	40	450	8.9%	\$325,000	\$28,889
Landscaping	561730	12	488	2.5%	\$2,500	\$61
Total					\$1,742,500	\$288,297
Weighted Step 1 Goal =						16.5%

SOURCES:

1. 2017 County Business Patterns.
2. NC UCP DBE Directory June 2020.

**Table 3b: Availability of DBEs for the Triangle North Executive Airport
by Relevant NAICS Codes
FY 2021 – Runway Rehabilitation**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	7	38	18.4%	\$2,226,000	\$410,053
Site Prep	238910	17	121	14.0%	\$20,000	\$2,810
Engineering	541330	40	450	8.9%	\$440,000	\$39,111
Landscaping	561730	12	488	2.5%	\$6,250	\$154
Total					\$2,692,250	\$452,127
Weighted Step 1 Goal =						16.8%

SOURCES:

1. 2017 County Business Patterns.
2. NC UCP DBE Directory June 2020.

**Table 3c: Availability of DBEs for the Triangle North Executive Airport
by Relevant NAICS Codes
FY 2021 – Taxiway Rehabilitation**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	7	38	18.4%	\$1,113,500	\$205,118
Electrical	238210	2	314	0.6%	\$250,000	\$1,592
Site Prep	238910	17	121	14.0%	\$26,300	\$3,695
Engineering	541330	40	450	8.9%	\$365,000	\$32,444
Landscaping	561730	12	488	2.5%	\$10,000	\$246
Total					\$1,764,800	\$243,096
Weighted Step 1 Goal =						13.8%

SOURCES:

1. 2017 County Business Patterns.
2. NC UCP DBE Directory June 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Triangle North Executive Airport are as follows:

FY 2021 – Apron Rehabilitation – 16.5%
FY 2021 – Runway Rehabilitation – 16.8%
FY 2021 – Taxiway Rehabilitation – 13.8%

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

There was no recent DBE participation history at the Airport so the history of a nearby airport was reviewed. The historical overall DBE goals established and/or accomplished at the Johnston County Airport in recent years was examined relative to the above consideration (see table below):

**Table 4: Johnston County Airport
DBE Accomplishment**

Report Period	DBE Goal	DBE Percent Achieved	Over/Under Achieved
FY 2010	5.8%	8.8%	3%
FY 2011	8.1%	8.2%	-1%
Median	7%	8.5%	1%

Source: Division of Aviation staff, analysis by Ken Weeden & Associates

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figures as calculated above by adding the annual accomplishment factor derived in Table 4 above (8.5%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

Fiscal Year	Project	Step 1	Step 2 Adjustment	Overall Goal	Total Project Costs	DBE Goal (dollars)
FY 2021	Apron Rehabilitation	16.5%	8.5%	12.5%	\$1,742,500	\$217,813
	Runway Rehabilitation	16.8%	8.5%	12.7%	\$2,692,250	\$340,570
	Taxiway Rehabilitation	13.8%	8.5%	11.2%	\$1,764,800	\$196,775
FY 2021 Total				12.2%	\$6,199,550	\$755,157
FY 2022 – No projects at this time				N/A	N/A	N/A
FY 2023 – No projects at this time				N/A	N/A	N/A
FY 2021-2023 Overall Goal				12.2%	\$6,199,550	\$755,157

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 12.2% for FY 2021-2023.

7. Race-Conscious/Race-Neutral Projections

Triangle North Executive Airport proposes that, of the DBE goal of **12.2%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **12.2%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Triangle North Executive Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Wilkes County Airport

1. Airport Name and Location:

Wilkes County Airport is located in the Foothills of North Carolina in North Wilkesboro, NC.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Wilkes County Airport Market Area

County	Bidders	% of Bidders	Dollars	% of Dollars
Ashe	2	33.3%	\$1,106,533	100.0%
Surry	1	16.7%		
Wilkes	1	16.7%		
Market Area	4	66.7%	\$1,106,533	100.0%
Other	2	33.3%	\$0	0.0%
Total	6	100.0%	\$1,106,533	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2021 – 2023 project proposed for the Wilkes County Airport is shown in table 2 below.

Table 2: Wilkes County Airport

PROJECT	ACTIVITY	NAICS
T-Hangar Taxilane Development	Highway & Street	237310
	Drainage	237990
	Electrical	238210
	Site Prep	238910
	Engineering	541330
	Landscaping	561730

4. Determination of Relative Availability of DBE's in Project Service Area

**Table 3: Availability of DBEs for the Wilkes County Airport
by Relevant NAICS Codes – FY 2021 T-Hangar Taxilane Development**

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Dollars
Highway & Street	237310	7	14			
Drainage	237990	0	0			
Electrical	238210	0	42			
Site Prep	238910	4	32			
Engineering	541330	0	5			
Landscaping	561730	3	45			
Total		14	138	10.1%	\$746,578	\$75,740
Weighted Step 1 Goal =						10.1%

SOURCES:

1. 2018 County Business Patterns.
2. NC UCP DBE Directory August 2020.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE Base Figures were derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Wilkes County Airport is:

FY 2021 – T-Hangar Taxilane Development– 10.1%.

6. Adjustments to the DBE Base Figure:

After the DBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

The historical overall DBE goals established and/or accomplished at the Airport in recent years was examined relative to the above consideration (see table below):

**Table 4: Wilkes County Airport
DBE Accomplishment**

Report Period	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2010 - 2012	6.0%	4.5%	-1.5%

Source: Division of Aviation staff; analysis by Ken Weeden & Associates, Inc.

The median DBE accomplishment for the reporting period as shown above is **4.5%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (4.5%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Wilkes County Airport
FY 2021 – FY 2023 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
No projects at this time						
FY 2021	T-Hangar Taxilane Development	10.1%	4.5%	7.3%	\$746,578	\$54,500
FY 2021 Total				N/A	N/A	N/A
No projects at this time						
FY 2022 Total				N/A	N/A	N/A
No projects at this time						
FY 2023				N/A	N/A	N/A
FY 2021- FY 2023 Overall Goal				7.3%	\$746,578	\$54,500

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of **7.3%** for FY 2021-FY 2023.

7. Race-Conscious/Race-Neutral Projections

Wilkes County Airport proposes that, of the DBE goal of 7.3%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 7.3%. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **1.5%**.

8. Contract Goals

The Wilkes County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Attachment 3: Consultation and Stakeholder Activities-Documentation

ATTACHMENT 3: Consultation and Stakeholder Activities-Documentation:

Stakeholder Meeting Summary: North Carolina DOT-Division of Aviation- FY 2021-2023 DBE Goal Methodology VIRTUAL Meeting.

Date: Thursday, October 29, 2020, 11 a.m.

Host: North Carolina DOT-Division of Aviation, and Office of Civil Rights

Platform: Go To Webinar, organized by Ken Weeden & Associates, Inc. *(A copy of the invitations is included in this Appendix)*

Attendance: 20, including staff and consultants. *(A copy of the registration sign-in list is included in this Attachment 3).*

The meeting was opened by Rachel Bingham, Interim Aviation Development Manager, Division of Aviation, and Benny Sloan, State Utilization & Compliance Manager, Office of Civil Rights. Both Ms. Bingham, and Mr. Sloan welcomed all of the attendees online. Both also briefly mentioned the purpose of the meeting, from their perspectives. Ms. Bingham stated that the Division of Aviation serves as the grant recipient agency for FAA Block Grant funds for non-primary (general aviation) airports in North Carolina and subsequently manages the distribution of FAA sub-grants to up to 62 airports across the State. The Aviation Division also manages the distribution of non-federal State grant funds to state airports. Because of the presence of FAA funds, USDOT DBE compliance is required. The State funds requires compliance with the NCDOT MBE program as well. Mr. Sloan added that the Office of Civil Rights has the responsibility of ensuring compliance with DBE and MBE requirements and works with the Division of Aviation on compliance issues.

Ms. Bingham then introduced the NCDOT-Aviation DBE Program Consultants, Ken Weeden & Associates, Inc. The Consultant representatives were Kenneth Weeden, Principal and Project Manager, Wilfred Nixon, Sr. VP, Assistant Project Manager, and Nikki Jefferies, Compliance Specialist and Virtual Meetings Manager. Mr. Weeden, and Mr. Nixon were responsible for delivery of the DBE goals presentation and Ms. Jefferies managed the meeting logistics, including the Q/A session. After all introductions, Mr. Weeden presented a detailed PowerPoint, explaining the background, and purpose of the DBE program itself, and the specific requirements for the triennial goals for NCDOT-Aviation. He also reviewed the Goals Methodology, i.e., the actual steps utilized in developing the new 3-year proposed DBE goals for each of the sub-grantee airports under the NCDOT Division of Aviation. After Mr. Weeden's presentation, the session was open for questions. Very few questions were asked, with answers being provided by Ms. Bingham and Mr. Weeden, the Consultant. A summary is shown below:

Questions:

- 1. I work mostly with Commercial Airports. There have been times when I've seen them use the overall goal, for their individual project goal. Is this appropriate?**

A. # 1: Ken Weeden- Yes, partially.

- B. #2: Benny Sloan- The NCDOT-Office of Civil Rights does consider the overall DBE goal as a factor in establishing individual project goals provided to the Division of Aviation.

2. You mentioned NAICS codes in setting the overall DBE goal. But when it comes to actual construction, we have to use Pre-Qualified firms. What is the connection?

- A. Benny Sloan- In detailed searches for companies able to be used to meet DBE goals, we start with our own Work Codes, but also take into consideration pre-qualification status, and of course the DBE certification status. The DBE certification will always show the NAICS codes.

3. I'm working with State-funded maintenance projects and dealing with them on their goals. You're talking here about DBE goals. What's the connection?

4.

- A. Ken Weeden- The DBE goals apply only to federally funded AIP projects. State-funded project goals are covered under the NCDOT MBE program. We have a separate stakeholder meeting for the MBE program coming up later today. You should have received both links in the announcement. If you don't have it, we'll send it to you.
- B. Rachel Bingham- Another factor for goals in aviation maintenance projects, these MBE goals always come from the central office, downtown to us.

Additional Attachments:

- 1. Invitation to Virtual Stakeholder Meeting*
- 2. Registration/Sign-In for Meeting Attendance*
- 3. Public Notice of Goal-Screenshot.*

e- blast Draft...Wednesday, October 7, 2020




The NCDOT Division of Aviation is developing new three-year (FY 2021-2023) overall Disadvantaged Business Enterprise (DBE) goals for both federally funded, and State-funded airport development projects (MBE goals) at up to 62 eligible Airports across the state. As an interested stakeholder, we value and seek your Input in this process.


The FAA-USDOT rules for federal funds, and NC State rules for state funds require consultation with minority, women's and general contractor groups, community organizations, and other associations which might have information and /or insight into DBE/MBE participation on upcoming projects.

You are hereby invited to participate in the DBE and/or MBE-Consultation Process for goals involving millions of dollars in airport projects across NC over the next 3-years.

Two (2) opportunities for face-to-face VIRTUAL meetings will be available, one each for the DBE goals (federal funds), and for the MBE goals (state funds). You may register for either or both, according to your interest. The virtual meetings will be hosted on Go To Webinar and are planned as follows:

You are invited to give your input on the <u>DBE</u> Goals for General Aviation/Non-Primary Airports receiving federal AIP assistance for (FFY) 2021- 2023.		
When:	Wednesday, October 21, 2020	
Time:	10:30 a.m. – 12:00 p.m.	
Location:	Online - Register Here	
Topic:	DBE Goals for: General Aviation/Non-Primary Airports	

And/or for State-funded projects at all Airports:

You are invited to give your input on the <u>MBE</u> Goals for Primary and/Non-Primary Airports receiving State financial assistance for projects for (FY) 2021- 2023.		
When:	Wednesday, October 21, 2020	
Time:	1:00 p.m. – 2:00 p.m.	
Location:	Online - Register Here	
Topic:	MBE Goals for: Non-Primary, and Primary Airports, with state-funded development projects	

Plan to attend the meeting (s) of your choice and convenience by selecting the link (s) above. The meetings will also include information on specific upcoming projects, and certification requirements for DBE/MBE firms.

For questions, or additional information, please contact:

Ken Weeden at: 910.547.8047 (Kenneth-weeden@kwaplanning.com)

or

Benny F. Sloan, NCDOT, at 919.508.1940 (bfsloan@ncdot.gov).

Thank You!!

Attendee Report:	NCDOT Division of Aviation DBE Stakeholder Meeting			
Report Generated:				
10/29/2020 09:55 AM PDT				
Webinar ID	Actual Start Date/Time	Duration	# Registered	# Attended
983-634-147	10/29/2020 09:14 AM EDT	1 hour 14 minutes	29	19
Attendee Details				
Attended	Interest Rating	Last Name	First Name	Email Address
Yes	38	Blevins	Barry	bblevins@harnett.org
Yes	44	Clowes	Ashley	aeclowes@ncdot.gov
Yes	97	Dick	Granseur	gdick@flyilm.com
Yes	43	Fuller	James	jafuller2@ncdot.gov
Yes	45	Gibbs	Sheila	sgibbs@ncdot.gov
Yes	40	Gray	Jessica	jessica@apple-designs.com
Yes	94	Green	Chyna	Chyna.Green@jedunn.com
Yes	42	Jordan	Tony	tjordan@resoluteinc.com
Yes	39	Litchfield	Eric	elitchfield@flyewn.com
Yes	57	Merritt	Denise	dmerritt@avconinc.com
Yes	69	Meyer	Todd	tmeyer@ncdot.gov
Yes	45	Player	Michael	mplayer@tbeclt.com
Yes	97	Roberts	Leah	lroberts@ncdot.gov
Yes	97	Snuck	Robert	bsnuck@ci.lumberton.nc.us
Yes	99	Van Der Linden	Karel	karel@flyhighinc.com
Yes	44	Vernon	Chad	cvernon@tbeclt.com
Yes	100	Wallace	Valisha	valishawallace@ncdot.gov
Yes	40	Whitby	Caleb	cwhitby@ncdot.gov
Yes	45	Wright	Alicia	arwright3@ncdot.gov
No	0	Beam	Betsy	bbeam1@ncdot.gov
No	0	Bingham	Rachel	rsbingham@ncdot.gov
No	0	Brown	Alicia	abrown@aulickengineering.com
No	0	Erhart	Joseph	jerhart@apple-designs.com
No	0	Jefferies	Nikki	nikki-jefferies@kwaplanning.com
No	0	Maniktala	Arvin	maniktala.arvin@wseinc.com
No	0	Stowell	David	dstowell@newfieldinc.com
No	0	WALLS	RICHARD	rjwalls@we-engineering.com
No	0	WOODALL	MERCEDIE	merwoodall@thcinc.net
No	0	Walston	Bobby	bwalston@ncdot.gov



State Airport Aid & FAA State Block Grant Program

Learn more about FAA Airport Improvement Program (AIP) grants administered by the NCDOT Division of Aviation.

Connect NCDOT Local Governments State Airport Aid

State Airport Aid & FAA State Block Grant Programs

The State Airport Aid and FAA State Block Grant Programs are administered by the North Carolina Department of Transportation Division of Aviation on behalf of 72 public use airports located in North Carolina.

State Airport Aid is an airport (financial) aid program funded by the State of North Carolina. Under the terms of North Carolina General Statutes Chapter 63, "the Department of Transportation is hereby authorized to provide State aid in the forms of loans and grants to cities, counties, and public airport authorities for the purpose of planning, acquiring, constructing, or improving municipal, county and other publicly owned or controlled airport facilities, and to authorize related programs of aviation safety, promotions, and long-range planning". The State Airport Aid Program funds projects from two different State Transportation fund sources - the Highway Fund and the Highway Trust Fund.

The Federal Aviation Administration (FAA) Block Grant Program is an airport (financial) aid program funded by the federal government. The Division of Aviation is categorized as a block grant state, thereby empowered by the Federal Aviation Administration (FAA) to administer grant funds to NC public airports included in the national plan of airports. Block grants are appropriated

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NOTICE TO THE PUBLIC

DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL FOR FY 2021- 2023

North Carolina DOT-Division of Aviation

The North Carolina Department of Transportation-Division of Aviation hereby publishes a proposed overall goal for its Disadvantaged Business Enterprise (DBE) Program, and its Minority Business Enterprise (MBE) Program, for FY 2021 through FY 2023. The proposed percentage overall goals for the Division of Aviation-administered grant funds for both FAA-AIP funded projects, and for State-funded projects in FY 2021 through FY 2023 are shown below:

State Overall DBE Federal Goal =	8.9%
State Overall State MWBE Goal =	10.7%

The methodology used in developing this overall goal and specific goals for each airport, is available for review and comment during normal business hours, until **March 2, 2021**, (<https://connect.ncdot.gov/municipalities/State-Airport-Aid/Pages/default.aspx>)

Comments or questions may be submitted directly to the division to, rsbingham@ncdot.gov or, bbeam1@ncdot.gov , or via mail, to NCDOT - Division of Aviation, 1560 Mail Service Center, Raleigh, NC 27699-1560 to the attention of Ms. Rachel Bingham or Mrs. Betsy Beam or by phone at 919-814-0550 during normal business hours.